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Message Text

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63
ACTION ARA-10

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EB-07 COME-00 TRSE-00 ACDA-10 OES-05 ERDA-07 EUR-12

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P R 081710Z JUL 75
FM AMEMBASSY BRASILIA
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USCINCSO PRIORITY
AMCONSUL RIO DE JANEIRO
AMCONSUL SAO PAULO

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E.O. 11652: N/A
TAGS: EINV, MASS, BR, US
SUBJECT: NORTHROP DISCLOSURES

REF: BRASILIA 5459

1. SUMMARY,: ON JULY 3, THE BRAZILIAN MINISTRY OF AERONAUTICS MADE PUBLIC A LETTER FROM NORTHROP WHICH ASSURED THAT NORTHROP'S FILES DID NOT IMPLICATE BRAZILIAN OFFICIALS AND REGRETTED THE TROUBLE CAUSED BY MISLEADING PRESS STORIES. A MINISTRY SPOKESMAN SAID THAT THIS LETTER ACQUITS BRAZILIAN AIR FORCE OFFICIALS FROM ANY ILLEGAL INVOLVEMENT, AND THE MINISTRY NOW CONSIDERS THE CASE CLOSED. IN A PRESS INTERVIEW, BRIGADEIRO EDIVIO SAID THAT HIS ONLY INVOLVEMENT IN THE SELECTION OF THE F-5 WAS TO GATHER INFORMATION ON VARIOUS COMPETITIVE AIRCRAFT WHICH HE FORWARDED TO THE GENERAL STAFF. MDB DEPUTY PAULO MARQUES ANNOUNCED THAT, BECAUSE OF THE DISCLOSURES AND THE "SUCCESSIVE" F-5 CRASHES, HE WILL SPONSOR A REQUEST FOR INFORMATION IN THE CHAMBER OF DEPUTIES WHEN IT RECONVENES IN EARLY AUGUST. END SUMMARY.

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2. PROMINENT STORIES ON THE NORTHROP DISCLOSURES IN THE JULY 4

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EDITIONS OF BRAZIL'S MAJOR NEWSPAPERS MADE SEVERAL POINTS OF INTEREST:
AS SOON AS AUTHORITIES OF THE MINISTRY OF AERONAUTICS LEARNED OF THE JULY 1 NEW YORK TIMES ARTICLE, THEY FORMALLY QUERIED NORTHROP. ON JULY 3, AIR MINISTER JOELMIR ARARIPE MACEDO DIVULGED A TELEX-LETTER (TEXT PARA. 3) FROM NORTHROP VICE-PRESIDENT MANUEL GONZALEZ (AIRCRAFT DIVISION), WHICH ASSURED THAT NORTHROP'S FILES DID NOT IMPLICATE BRAZILIAN OFFICIALS AND REGRETTED THE TROUBLE CAUSED BY MISLEADING PRESS ARTICLES.
A SPOKESMAN FOR THE MINISTRY JUDGED NORTHROP'S DECLARATION AS AN "IMPORTANT DOCUMENT" WHICH ACQUITS AIR FORCE OFFICIALS FROM ANY ILLEGAL INVOLVEMENT. THIS SAME SPOKESMAN ASSURE THAT "THERE HAS NOT BEEN NOR WILL THERE BE AN INQUIRY IN THE MINISTRY TO INVESTIGATE THE CASE, HAVING IN MIND THAT THERE EXISTS NO CONCRETE EVIDENCE WHICH MERITS (AN INVESTIGATION)." THE MINISTRY HOPES THAT THE NORTHOP LETTER, WHICH WAS EXPECTED, BRINGS TO AND END THE "NORTHROP CASE (CASO NORTHROP)".
AS SOON AS US CONGRESSIONAL INVESGIATIONS OF NORTHROP GOT UNDERWAY, THE MINISTRY FORESAW THAT BRAZIL MIGHT BECOME INVOLVED BECAUSE OF ITS RECENT F-5 PURCHASES. MOST MINISTRY OFFICIALS, HOWEVER, JUDGED THAT, CONSIDERING THE NATURE OF THE AIRCRAFT SELECTION PROCESS, "IT WAS IMPOSSIBLE FOR SOMEONE TO HAVE INFLUENCED THIS PURCHASE".
3. UNOFFICIAL TRANSLALATION OF THE TEXT OF THE NORTHROP LETTER TO MINISTER ARARIPE. BEGIN TEXT. IN VIEW OF THE REGRETTABLE NEW YORK TIMES ARTICLE OF 1 JULY 1975, I WOULD LIKE TO TAKE ADVANTAGE OF THIS OPPORTUNITY TO ASSURE YOU THAT, IN OUR RECORDS, WE DO NOT HAVE ANY REASON TO BELIEVE THAT ANY IRREGULARITIES OCCURRED IN CONNECTION WITH THE SALE OF THE NORTHROP F-5S TO BRAZIL. CERTAINLY THERE IS NO INDICATION OF ANY COMPROMISE, OR ANYTING ELSE OF A DOUBTFUL NATURE, ON THE PART OF ANY OFFICIAL OF THE BRAZILIAN AIR FORCE. NORTHROP SINCERELY REGRETS THE TROUBLE CAUSED TO YOUR EXCELLENCY AND TO THE WORTHY BRAZILIAN AIR FORCE BY THIS AND OTHER MISLEADING PRESS ARTICLES., AND WANTS YOU BE SURE THAT, TO OUR KNOWLEDGE, NO ILLEGAL ACTION WAS PLANNED, ATTEMPTED, OR CARRIED OUT BY ANY NORTHROP OFFICIAL OR BY OUR REPRESENTATIVES FROM NATIONAL AERONAUTICAL SERVICE.
END
TEXT.

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4. THE JULY 3 EDITION OF THE JORNAL DO BRASIL CARRIED A REPORT OF A JULY 2 PRESS INTERVIEW GIVEN BY BRIGADEIRO EDIVIO SANCTOS IN HIS OFFICE. ACCORDING TO THE STORY, EDIVIO SAID:
IN 1971, I RECEIVED NORTHROP REPRESENTATIVES AS WELL AS THOSE OF ALL OTHER COMPANIES INTERESTED IN SELLING TACTICAL FIGHTERS TO BRASIL. TOGETHER WITH BRIGADEIRO VINHAIS, I RECEIVED ALL THE DOCUMENTATION ABOUT THE SUBJECT. EACH REPRESENTATIVE PRESENTED A FILM, AS THEY ALWAYS TO; (OTHER) OFFICERS JOINED US

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AND WE SAW EVERYTHING, DISCUSSED IT, GATHERED TOGETHER THE DOCUMENTS, SENT THEM TO THE GENERAL STAFF OF AERONAUTICS, AND FORGOT THE MATTER. SOON AFTERWARD, I COMPLETED MY TIME OF SERVICE IN THE SECOND AERO-TACTICAL FORCE AND CAME TO CERNAI (COMMISSION OF STUDIES CONCERNING INTERNATIONAL AIR TRANSPORTATION). IN 1973, THE MINISTRY OF AERONAUTICS MADE KNOWN THAT IT HAD DECIDED TO BUY TACTITAL FIGHTERS, AND IT ASKED THE GENERAL STAFF TO MAKE COMPARATIVE STUDIES.
THE DIVISION OF OPERATIONS OF CERNAI MADE COMMENTS ABOUT EACH PLANE (F-5, PHAMTOM, JAGUAR, MIRAGE 3 AND 5, AND FIAT YG-91) AND SENT THEM TO THE AIR FORCE GENERAL STAFF, WHICH, AFTER STUDYING THEM, SENT ITS REPORTS TO THE HIGH COMMAND.
I ONLY AGREED WITH THE COMMENTS OF THE DIVISION AND SENT THEM TO THE COMPETENT AUTHORITIES. THE PUBLIC IN GENERAL THINKS THAT THE PURCHASE OF AIRPLANES IS THE SAME AS THE PURCHASE OF A TABLE, BUT THIS IS A MISTAKE. IN THE GENERAL STAFF ALONE, WHERE STUDIES WERE MADE, 50 OFFICERS PARTICIPATED IN THE SELECTION OF THE F-5E. THE FINAL DICISION FELL TO THE HIGH COMMAND. UNFORTUNATELY I AM ONLY A MAJOR-BRIGADEIRO, AND "I DO NOT PASS THROUGH THE DOOR OF THE HIGH COMMAND".

5. THE JULY 5 EDITION OF JORNAL DE BRASILIA REPORTED THAT DEPUTY PAULO MARQUES (MDB-PARANA) SAID ON JULY 4 THAT WHEN THE CHAMBER OF DEPUTIES RECONVENES IN EARLY AUGUST, HE WILL SPONSOR A REQUEST FOR INFORMATION ABOUT THE NORTHROP CASE, AS A WAY OF PROTECTING THE IMAGE OF THE COUNTRY AND THE MEMBERS OF THE BRAZILIAN AIR FORCE. ACCORDING TO THE STORY, PAULO MARQUES DELIVERED A NOTE TO THE PRESS SAYING THAT;
THE GRAVE ACCUSATIONS CONCERNING NORTHROP'S ADMISSION THAT IT SUBORNED FOREIGN OFFICIALS IN ORDER TO SELL ITS PLANES ADD TO THE SUCCESSIVE AND STILL UNEXPLAINED ACCIDENTS INVOLVING THE RECENTLY-ACQUIRED F-5S.
THE GRAVE ACCUSATIONS AND THE ACCIDENTS NEED SEVERE
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INVESTIGATION. ONE OF THE ACCIDENTS COST THE LIFE OF A YOUNG BRAZILIAN AIR FORCE OFFICER, AND THEY HAVE CALLED INTO QUESTION THE RECOGNIZED SKILL OF OUR PILOTS.
ALTHOUGH THE NORTHROP DISCLOSURE HAS BEEN CLASSIFIED AS "A CAMPAIGN BY ANNOYED US INTERESTS", I PLAN TO SPONSOR A REQUEST FOR INFORMATION IN THE CHAMBER OF DEPUTIES IN EARLY AUGUST, AIMING AT CLARIFYING THE FACTS, HAVING IN MIND THE GRAVITY OF THE ACCUSATION AGAINST NORTHROP AND THE OFFICIAL SILENCE ABOUT THE CAUSES OF THE SUCCESSIVE ACCIDENTS.
THUS, I WILL PROCEED WITH THE PATRIOTIC PURPOSE OF SAFEGUARDING THE RECOGNIZED AND UNDENIABLE DIGNITY OF THE GLORIOUS BRAZILIAN AIR FORCE, WHOSE NAME NO WORTHY BRAZILIAN ADMITS IS CALLED INTO QUESTION, AND ALSO SO THAT PUBLIC OPINION RECEIVES CLEAR AND DEFINITIVE EXPLANATIONS.

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6. THE ODDS-AND-ENDS SECTION ("ZOZIMO") OF THE JORNAL DO BRAZIL
SAID ON JULY 6 THAT:
THE ATTITUDE OF CERTAIN SECTORS OF US OPINION INVOLVING
THE LINKING OF BRAZILIAN AERONAUTICAL AUTHORITIES TO THE SALE
OF F-5S TO THE BRAZILIAN AIR FORCE SMELLS OF RESENTMENT.
ONE OF THE (BRAZILIAN AERONAUTICAL) AUTHORITIES REACHED
IS, BY COINCIDENCE, THE SAME PERSON WHO EXPRESSED AN UNFAVORABLE
OPINION ABOUT THE CLAIMS OF PANAM REGARDING INCREASED AGENT COM-
MISSIONS AND PERMISSION TO CONTINUE PANAM'S INTERNATIONAL FLIGHTS
FROM GALEAO AIRPORT IN RIO TO CONGONHAS AIRPORT IN SAO PAULO.
US IRRITATION COULD ALSO OWE TO BRAZIL'S AUTHORIZATION
FOR CONCORDE FLIGHTS TO BRAZIL. THE US ATTITUDE ABOUT THE GERMAN/
BRAZILIAN NUCLEAR AGREEMENT REINFORCES THIS LINE OF THINKING.
CRIMMINS

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